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No. 11,159

九十五年一千一月第一

八九十二年九月九日

HONGKONG, TUESDAY, NOVEMBER 7th, 1893.

二月

第七十英港

PRICE \$2 PER MONTH

SHIPPING.

ARRIVALS.

Nov. 6. FROGNER, Norwegian str., 719, Gallic-
sou, Kuching, 21st Oct., Coal—JOHN
ANDREW.

Nov. 6. PHA UNION KLAO, British str., 1012,
Jan. Fowler, Bangkok 26th Oct., and Aug-
ust 26th, Rice and Fish—YUEN FOO.

Nov. 6. CHIN, British str., 1012, H. T. C.
Price, Java 27th Oct., Sugar—DODWELL,
CARLILE & CO.

Nov. 6. SEVERN, British cruiser, 2nd November.

Nov. 6. MICHAEL JENSEN, German str., 710,
E. SCHLAKER, Newchwang 30th Oct., Bear.

Nov. 6. FREDERICK, British str., 397, C. L. Strand,
Hollow 31st Nov., General—NAN TAI.

CLEARANCES.

AT THE HARBOUR MASTERS' OFFICE,
ON NOVEMBER 7th.

KEL, German str., for Newchwang.
HAR, British str., for Sourabaya.
PALESTINE, British str., for Amoy.
HATINA, British str., for Swatow.
YUNCHING, Chinese str., for Shanghai.
FEICHING, British str., for Shanghai.
MORAY, British str., for Saigon.
FOOKONG, British str., for Shanghai.

DEPARTURE.

Nov. 6. FEICHING, British str., for Tientsin.
Nov. 6. FOOKANG, British str., for Shanghai.

Nov. 6. KIEL, German str., for Newchwang.
Nov. 6. TOYO MARU, Jap. str., for Kowloon.
Nov. 6. KUNGPAI, Chinese str., for Canton.
Nov. 6. SWATOW, German str., for Canton.

PASSENGERS.

ARRIVED.

For Michael JENSEN, from Newchwang—
Mrs. Lorenzen and 3 children.

DEPARTED.

ROSENTHAL, str., for Shanghai from Hong-
kong.—Mr. J. Mitchell and Lieut. Duff. From
London.—Mrs. Shearer, child and infant, Miss
L. Nicholson, Rev. and Mrs. Watson, 2 children
and infant, Misses A. E. Peacock, Misses L.
Dowson and E. H. Abbott, Rev. G. F. Phillips
and E. B. Golby. From Brazil—Mr. J. R.
Michael. From Panama—Mr. J. Newell. From
Singapore—Mr. C. Miller.

Per EMERALD, str., for Manila—Misses
Victor Martinez, P. Nigueria, Chacon, Hing,
Frank Dudson, F. Tatham, D. Jose Bustelo
Bayan, and Vindes Y. Geran.

Per HEDDING, str., for Swatow—Mr. C. M.
Comte Castro. For Amy—Miss Doy.

EVERY TONTINE POLICY ISSUED
BY THE

EQUITABLE

SOCIETY, TWENTY YEARS AGO,
WHOSE TONTINE PERIOD EXPIRES
IN 1893, HAS A PRESENT CASH
SURRENDER VALUE
GREATER THAN

THE SUM OF THE PREMIUMS PAID
IN ADDITION TO THE PROTECT-
TION FURNISHED BY THE
ASSURANCE.

ALL 20-YEAR TONTINE ENDOW-
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OF THE PREMIUMS PAID, WITH
INTEREST AT RATES BETWEEN

6 AND 7
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Mr. K. BUDINIK, Mr. J. W. McMillan
Mr. & Mrs. D. D. McMillan, Mr. W. Monson
Major & Mrs. Farmer, Mr. & Mrs. von Pford-
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Miss G. G. Phillips, Mr. & Mrs. Phillips
Miss G. G. Gamble, Mr. P. Reiner
Col. J. C. Hill, Mr. M. G. Senior
Mr. G. M. Hodges, Miss G. G. Phillips
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Mr. & Mrs. C. C. Cohen, Mrs. & Mrs. Socie, nurse

Mr. J. B. Coughtrie, and child

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The Daily Press.

HONGKONG, NOVEMBER 7TH, 1893.

The proposed opening of the West River has excited a very lively jealousy on the part of our Tonkin contemporaries, in whose minds Anglophobia seems to have destroyed all sense of reason. The *Academie de Tonkin* in an article on the subject, gives particular attention to the argument advanced in the letter of the Chairman of the Hongkong Chamber of Commerce to Lord Rosebery to the effect that the concession to France of the right to trade at Lungchow and at Mengtsz is sufficient to justify a "claim on the part of Great Britain for the opening of the West River, which would seem the only equivalent of the privileges granted to our neighbour on the western borders." Our contemporary expresses its astonishment at seeing "such mean arguments" advanced by the Chamber, and goes on to urge that the opening of Lungchow and Mengtsz was the result of the Tonkin war, and that the equivalent of the political and commercial advantages which France secured by that long and costly struggle was the possession of Burma, but which, by a recognition of the suzerainty of China, "England" says our contemporary, and not without some show of reason, "is resigning herself to the payment of tribute to China for Burma, has destroyed for ever English prestige." That, however, has nothing to do with the question of the West River. That waterway, according to our contemporary, England "wishes to open ostensibly to European trade but in reality would open it only to English trade." In these circumstances, it is urged, France should do two things, first, complete without delay the railway from Pih-lung-ting to Laugou and Nanchan, and, second, exercise diplomatic action contrary to the diplomatic action of England. "England," the writer continues, "is disturbed by French progress, in "Sam," so France has the right to be disturbed by British progress in China. We have the right to speak loudly and strongly at Peking, we who have known how to fight and who tender no tribute for any portion whatsoever of the territory covered by the national flag. We have the right to say that for eight years we have observed "profound peace" with China, that we wish to preserve the same, but that "we cannot allow England to receive any advantage whatsoever without France obtaining at the same time equivalent advantages." The "advantages" our contemporary recommends are that China should cede to France Mengtsz, "which formerly belonged to Annam," and the territory on both banks of the Red River between that town and the present frontier of Tonkin;

also Lungchow, with the triangle formed by the rivers Song-ki-kong and Song-hae-giang, and the Tonkin frontier; and, lastly, that the valley of the Red River as far as Yunnan-fu should be neutralised for a width of ten kilometres.—Yunnan-fu is on the other side of a range of mountains, but that of course is a mere detail of which it would be unreasonable to expect the French writer to take note—that the same should be done in the valley of the Jut-chang, the river which runs from Lungchow and discharges into the West River, and that the right should be reserved to France to establish a railway in each of these valleys. To China, if she thought such demands extravagant, our contemporary would reply—"We will ask you for nothing if you give England nothing, but if you indirectly make the West River an English river we will ask all this and will not abate our demands one jot." It is useless to attempt to argue with a man in a passion and it would seem equally useless to expect any display of calm reason from a French journalist if a question of English interests is under consideration. England, as one of their number told us the other day, is regarded as the hereditary enemy of France with whom there can be no peace. If the West River were opened up it would be as free to French vessels as to English vessels, but a fair field and no favour is not a principle which commends itself to our French colleagues. French commercial interests in these regions are small, but if they cannot establish any trade themselves, they apparently consider the next best thing is to prevent any one else establishing a trade, or to acquire territory favourably situated for levying tolls on the trade of other nations. We can only hope that Frenchmen at home will be able to take a more dispassionate and less selfish view of the situation and that the French Minister at Peking will have instructions from his Government to support the other Ministers in every legitimate effort to secure the further opening up of China to foreign trade and enterprise. On the subject of the concert of the foreign Powers, however, our contemporary has some remarks to make which form interesting though not agreeable reading—"To England, if she should complain and say that we are breaking the European concert at Peking, we would reply that this concert is already broken. It was in fact broken the day that England, in breach of the protocol to which she had set her signature, allowed her Ambassador to be received in pavilion other than the grand official reception hall and to enter by an inferior door. In place of the European concert England has brought into view the principle of rivalry, of which she has given us a striking example in the settlement of affairs in Siam. France, profiting by these lessons, can no longer permit England to advance alone and to obtain advantages which bring no compensation to France." In consenting to the continuance of the tributary missions from Burma and to the reception of her Minister in the Cheng-tung-tien England has certainly afforded her a criticism opportunity to jeer at her, but it will be remembered that some months ago Mr. J. H. Logan, preventive officer in the embassy of the United States at Peking, charged the Opium Steamboat Company, charged, the Opium Farmer with having a quantity of opium on board the Canton steamer which did not appear on the steamer's manifest, as required by the Ordinance. A conviction was obtained, but the case was taken to the Supreme Court on appeal and it appeared no power was given in the Ordinance to the Minister of Justice to remit the sentence of the steamer. Only the other day a soldier in a state of intoxication rolled off the path over the bank, fortunately where the slope was not very precipitous, and he managed to scramble up little the worse for the misadventure. But had this not been very frequently done before? The fact that he has not yet been on any fatality on the road to be received in pavilion other than the grand official reception hall and to enter by an inferior door. In place of the European concert England has brought into view the principle of rivalry, of which she has given us a striking example in the settlement of affairs in Siam. France, profiting by these lessons, can no longer permit England to advance alone and to obtain advantages which bring no compensation to France." 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NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co's Steamer

"ADEN."

FROM ANTIQUE, LONDON, AND STEAMSHIP

THE Steamship

"MARIA VALERIE"

Cargo of Goods by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out by mark and all Goods may be obtained as soon as the goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before NOON on the 1st November.

Goods not cleared by the 6th November, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case.

All Damaged Packages must be left in the Godowns and notice of same given to the Undersigned, when a representative of this Office will attend to examine them at 10 A.M. on the 7th and at 10 A.M. on the 10th, after which no claims will be recognised.

H. H. JOSEPH, Superintendent

Hongkong, 31st October, 1893.

1

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA"

FROM TACOMA, VICTORIA, YOKO-

HAMA, AND KOBE

THE above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

DODWELL, CARLILL & Co.

Agents.

Hongkong, 3rd November, 1893.

1

S. S. "OXUS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or S. S. Alpines and Marche, from Havre or S. S. Manche, from Bordeaux ex H.S. Tredouillet, in connection with above Vessel, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, will be landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before the 14th inst. (TODAY), requesting it to be landed on the 14th inst.

Bills of Lading will be counter-signed by the Undersigned.

Goods remaining uncollected after Thursday, the 9th inst., at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 9th inst. (TUESDAY), or they will not be recognised.

All Damaged Packages will be examined on Thursday, the 9th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 3rd November, 1893.

2

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"CATHERINE APCAR"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be landed from alongside.

Cargo impeding the discharge or remaining on board after the 6th instant will be landed at Consignees risk and expense into the Godowns of the Vessel and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before the 14th inst. (TODAY), requesting it to be landed on the 14th inst.

Bills of Lading will be counter-signed by the Undersigned.

Goods remaining uncollected after Thursday, the 9th inst., at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 9th inst. (TUESDAY), or they will not be recognised.

All Damaged Packages will be examined on Thursday, the 9th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 3rd November, 1893.

3

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"RAVENNA."

FROM BOMBAY, COL. MBO, AND STRAITS.

Consignees of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out by mark and delivery may be obtained as soon as the goods are landed.

This vessel brings on board

From Italy, ex ss. *Pennsylvanius* and *Australis*.From Persian Gulf, ex ss. *Vedette*.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. To-day, 3rd inst.

Goods not cleared by the 10th inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatsoever.

All Damaged Packages must be left in the Godowns and notice of same given to the Undersigned, when a representative of this Office will attend to examine them at 10 A.M. on the 10th instant, and at 10 A.M. on the 11th instant, after which no claims will be recognised.

H. H. JOSEPH,

Superintendent

Hongkong, 3rd November, 1893.

1

NOTICE TO CONSIGNEES.

THE E. & P. S. L. Co's Steamship

"OCEANA."

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"CATHERINE APCAR"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be landed from alongside.

Cargo impeding the discharge or remaining on board after the 6th instant will be landed at Consignees risk and expense into the Godowns of the Vessel and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before the 14th inst. (TODAY), requesting it to be landed on the 14th inst.

Bills of Lading will be counter-signed by the Undersigned.

Goods remaining uncollected after Thursday, the 9th inst., at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 9th inst. (TUESDAY), or they will not be recognised.

All Damaged Packages will be examined on Thursday, the 9th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 3rd November, 1893.

1

NOTICE TO CONSIGNEES.

THE S. S. "OXUS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or S. S. Alpines and Marche, from Havre or S. S. Manche, from Bordeaux ex H.S. Tredouillet, in connection with above Vessel, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, will be landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before the 14th inst. (TODAY), requesting it to be landed on the 14th inst.

Bills of Lading will be counter-signed by the Undersigned.

Goods remaining uncollected after Thursday, the 9th inst., at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 9th inst. (TUESDAY), or they will not be recognised.

All Damaged Packages will be examined on Thursday, the 9th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 3rd November, 1893.

1

NOTICE TO CONSIGNEES.

THE S. S. "OXUS."

COMPAGNIE DES MESSAGERIES MARITIMES.

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CONSIGNEES of Cargo from London or S. S. Alpines and Marche, from Havre or S. S. Manche, from Bordeaux ex H.S. Tredouillet, in connection with above Vessel, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, will be landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before the 14th inst. (TODAY), requesting it to be landed on the 14th inst.

Bills of Lading will be counter-signed by the Undersigned.

Goods remaining uncollected after Thursday, the 9th inst., at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 9th inst. (TUESDAY), or they will not be recognised.

All Damaged Packages will be examined on Thursday, the 9th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 3rd November, 1893.

1

NOTICE TO CONSIGNEES.

THE S. S. "OXUS."

COMPAGNIE DES MESSAGERIES MARITIMES.

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CONSIGNEES of Cargo from London or S. S. Alpines and Marche, from Havre or S. S. Manche, from Bordeaux ex H.S. Tredouillet, in connection with above Vessel, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, will be landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before the 14th inst. (TODAY), requesting it to be landed on the 14th inst.

Bills of Lading will be counter-signed by the Undersigned.

Goods remaining uncollected after Thursday, the 9th inst., at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 9th inst. (TUESDAY), or they will not be recognised.

All Damaged Packages will be examined on Thursday, the 9th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 3rd November, 1893.

1

NOTICE TO CONSIGNEES.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI AND KOBE.

THE Steamship

"MARIA VALERIE"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all claims must be sent in to the Undersigned before Noon on the 10th instant, and all claims will be recognised.

Optional cargo will be landed here unless instructions are given to the contrary before NOON on the 1st November.

Goods not cleared by the 6th November, at 4 P.M. will be subject to rent.

No fire insurance will be effected by me in any case.

All damaged packages must be left in the Godowns and notice of same given to the Undersigned, when a representative of this office will attend to examine them at 10 A.M. on the 7th and at 10 A.M. on the 10th, after which no claims will be recognised.

Optional cargo will be forwarded unless notice is given to the agency before the 1st November.

For freight, apply to

C. ZANELLI,

Agent.

Hongkong, 6th November, 1893.

1

NOTICE TO CONSIGNEES.

THE COMPAGNIE DES MESSAGERIES MARITIMES.

STEAM FOR HAIPHONG DIRECT.

(Taking Passengers and cargo for TOURANE and QUINHON).

THE Company's Steamship

"HAIPHONG."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all claims must be sent in to the Undersigned before Noon on the 10th instant, and all claims will be recognised.

Optional cargo will be landed here unless notice is given to the agency before the 1st November.

For freight, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 4th November, 1893.

1

NOTICE TO CONSIGNEES.